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TUESDAY, OCTOBER 8, 1907.

When a man and a woman are married their romance ceases and their history commences.—Roche-brune.
TO OUR FARMER VISITORS.
In the California exhibit at the Jamestown Exposition is a specimen of very large peanuts. The nuts are perhaps double the size of the Virginia variety, and yet they were evolved and developed in three years from Virginia plantings.
There is a valuable lesson in this for Virginia farmers. It cost the California planter no more to grow large peanuts than it costs the Virginia planter to grow small peanuts. We are not able to grow as large peanuts in Virginia soil as California lands are capable of producing, but the principle is the same everywhere—the better the land the better the crop, other conditions being equal. It costs no more to grow fifty bushels of good corn on an acre of rich land than it costs to grow twenty bushels of inferior corn on poor land. In fact, more labor is required to make the poor land yield twenty bushels than to make the rich land yield fifty bushels. And every farmer knows that with a soil rich and deep, his crop is not so liable to be injured by adverse weather conditions.
It costs little more to plant first-class seeds than inferior seeds; yet the value of good seeds is enormous. We know of a farmer in Virginia whose seed corn is so good that he is selling it at \$1.75 per bushel. Why may not every farmer make seed corn just as good? It is merely a matter of attention and intelligent work.
It costs no more to feed a fine horse, a fine hog, or a fine cow, than it costs to feed stock of common breed. But the net results are enormously in favor of the good stock.
These statements are rudimentary and self-evident, and it would appear to be a waste of space to print them. But many of our Virginia farmers act as though they did not believe them to be true. A revolution is needed in Virginia agriculture. Our lands must be made to yield more per acre. That is the solution of the labor problem. The scarcer and higher farm labor becomes, the greater must be the yield of each man's work. Our lands must be enriched, our methods must be improved, our breed of stock must be bettered. The campaign of education is on, and The Times-Dispatch is determined to keep the subject agitated. We do not wish to attack the Department of Agriculture, but we believe the money appropriated to that department could be used to better advantage and be made to yield greater results.
What do the farmers think?
THE OYSTER INDUSTRY.
The Times-Dispatch has never believed that Virginia received anything like a fair return from her oyster beds. But it is gratifying to know that under the operation of the present Board of Fisheries, of which W. McDonald Lee is chairman, the revenues are showing gratifying increase. The present board has been in office a year and a half, and has made a first-rate record, as the following table will show:
Increase over year before.
Year. Receipts.
1902.....\$58,576.....\$ 5,070
1903.....63,074.....4,497
1904.....72,713.....9,639
1905.....71,016.....(Decrease)
1906.....74,623.....3,607
1907.....94,480.....23,856
The board has received the usual biennial appropriation of \$40,000, with an extra allowance of \$8,517.10, half of the extra going for the purchase of new gasoline boats and added improvements to the old steamers, while the remainder has been needed for running the new boat, the Commodore Maury, for which, by oversight, there had been no provision made by the Legislature.
During the year ended September 30, 1907, the gross revenues of State amounted to \$99,480, and after deducting the item of \$8,517.10, and \$4,000 for salaries and expenses, the net profits of operation were \$86,960 in round numbers, while the net profits of the year before were \$49,123, making a total for two years of \$136,083. This is the exhibit made by the Auditor of Public Accounts, and it reflects great credit upon the management of the Board of Fisheries.

credit upon the management of the Board of Fisheries.
But in spite of the good exhibit, Mr. Lee is firm in the conviction that the State is pursuing a narrow and shortsighted policy. He believes that, for several years to come at least, every dollar of profit should be employed in fostering and developing the industry and improving conditions, instead of being covered into the treasury. In this way, he argues, the State would realize much more from increase in taxable values along the Chesapeake and its tributaries.
There is much reason in this contention, but the trouble is that members of the Legislature from the interior do not understand the question. It is to be hoped, however, that when the Legislature next convenes all members will be at pains to inform themselves, so that they may legislate intelligently upon this subject which is of such vast importance to the State.

WASHINGTON'S TAX-DODGING.
The discovery of Captain R. S. Donahoe, who is compiling a history of Fairfax county, is provoking a variety of comment. The "discovery" is contained in the following extract from the musty records of the county:
"We present George William Fairfax, Daniel Washington, John Carlyle, Daniel French, Robert Boggs, Catelby Cocke, Townsend Dade, Sybil Minor, Garrard Alexander, Jennina Minor, William Ramsay, Benjamin Grayson, George Mason, John Plummer, Daniel McCarthy and Abraham Barnes for (not) entering their wheeled carriages agreeably to law as appears to me by the list delivered to the clerk of the county."
Unfortunately, there is no record of the defense which these distinguished (tax-dodgers made, or of the disposition of the "presentment," or indictment. One theory is that Washington's tax list was made up about the time of his marriage to the Widow Custis, and that he was too busy at love-making to give close attention to such prosy documents as tax lists. Another is that he and his associates in crime had conspired to test the constitutionality of the law taxing their wheels. But no matter what the reason, no one who has read the life of George Washington will believe that he deliberately falsified his tax returns in order to save a few shillings. Washington had his faults, but he was never mercenary. The man who set his slaves free would not dodge a tax collector.

The Republicans of Roanoke city have nominated a legislative ticket and adopted a platform, which declares in favor of honest elections, keeping the judiciary out of politics, and a fair and square deal for the corporations. The Republicans of Roanoke seem to have stolen their platform from the Democrats.
Says the Houston Post: "Grantland Rice sings: 'Under the wide and starry sky Dig the grave and let me die.' " Not in position to contradict this statement, we merely content ourselves with remarking that a gentleman by the name of Robert Louis Stevenson sung it first.

The United States Supreme Court "interpreters" emphatically declare that they can find no foundation in the spirit of the Constitution for the popular impression that no man can be elected to the Presidency who cannot down forty cocktails at a sitting.
"The South Carolina man who amused himself by shooting a United States mailbag," insists the Atlanta Constitution, "will have to answer for the dead letters." That's all right; but it certainly would not be fair to blame him for the faint handwriting, too.

With an Episcopal General Convention, a blue-ribbon horse show and an incomparable State Fair in her midst at one and the same moment, historic old Richmond stands pat, and regards the envious sister cities with a kindly but not untypical smile.
Dr. Ingram is a stranger to America and naturally interested in seeing as much of the country as possible, but it is here with pointed out that he has not made the mistake of visiting any such cities as Houston (Tex.).

Augustus Hartle, of bottomless Pittsburgh, announces that he has new evidence on hand, sensations up his sleeve, etc., never was a divider, proceeding pursued with such determination and heartiness.
A Kentuckian has married a Miss Money and an Alabamian has spilled up with Miss Dollars. Probably both gentlemen will have to fork over the pay envelope in the same old way.
Just as the new-fangled doctors have showed us how to live a hundred years without dying, the cost of living comes along and guns the game.

Of course Count Laszlo Szechonyi, who is going to marry Miss Gladys Vanderbilt's \$12,000,000, may be personally rather less like a success than his name would indicate.
The well-known Alfred Austin family of Great Britain have a hard winter before them. Alfred is writing a poem one hundred kilometres long.
If more fathers name their baby daughters after the speedy Lusitania, it will certainly behoove the big liner to slow down.

John D. Rockefeller's worst mistake was in not being born late enough to perceive the importance of marrying Miss Ida Tarbell.
Some give William H. Taft the credit for making people long earnestly for peace; some give it to Richmond P. Hobson.
Exchange the Philippines for somebody's good money? Why, we'd have as much show to sell Texas!
The Lord Bishop of London has left Richmond, and left it sold for Arthur P. Winnington-Ingram.

Soap is advancing in price. However, the news will be received with equanimity in old Thibet.
It might be interesting, also, to sisk Wu Ting Fang onto Mr. Cortelyou.
Since the cocktail episode, he has been the stern advice-president.
A dollar dinner still costs a dollar, but it is a different dinner.
Last, but not least, don't wait too long to Christmas.

Rhymes for To-Day.
SHORT THOUGHTS ON THE HISTORY OF MODERN TIMES.
AN ATTITUDE OF platitude elicits little gratitude.
From those who have to hearken While the speaker gets it off;
In vain is a vanity that drives men to insanity.
We greet it with profanity (though stifled in a cough).
A preference for deference deserves a passing reference.
And then, dears, spread me onward to the next thought we can see;
Banality's vocalities are pests to all localities.
Nor will their smug sodalities ever get much change of Me.
Verbosity, pomposity, the habit of jocosity.
Must have their share of censure—whereon this becomes quite clear;
The rarity of charity should walk no low hilarity.
No! Mark its great disparity, and wipe away a tear.
This canticle romantic, I know, is quite pedantic.
But still I trust my readers will not fail to see its charm;
Defensible as sensible it's not—but it's the reply—Christian Advocate.
That it ain't reprehensible, and doesn't do no harm.
H. S. II.
MERELY JOKING.

The New York Idea.
A Westerner visiting New York was held up by a highwayman with the demand, "Give me your money, or I'll blow your brains out."
"Blow away," said the Westerner. "You can live in New York without brains, but you cannot without money."—Christian Register.
He Knew.
Patient Old Lady: "I have been a great sinner more than eighty years and didn't know it."
Old Colored Servant: "I knowed it all de time!"—Christian Instructor.

Only a Trifle.
"Professor," said a scholar, trying to be pathetic at parting, "I am indebted to you for all I know."
Teacher: "Certainly."
Visitor: "Thank this is quite sufficient."—Philadelphia Inquirer.
Nature's Knitting.
"Father, what are wrinkles?"
"Providence, my son, is knitting," replied paterfamilias, confidently.—Philadelphia Inquirer.
Limits His Acquaintance.
Husband: After introducing a visitor to his wife: "Would you like to be introduced to my daughter also?"
Tom: "I saw her again on several occasions."—Chicago News.
A Manly Woman.
Teacher: "Of what profession is your father?"
Scholar: "Am I obliged to tell you?"
Teacher: "Certainly."
Scholar: "He's the bearded lady in a show."—Flesh (Vienna).

A Clear Vision.
Tom: "It was a case of love at first sight with me."
Jack: "Then why didn't you marry her?"
Tom: "I saw her again on several occasions."—Chicago News.
Ran Across a Friend.
"But cousin Emma, how did you make the acquaintance of your second husband?"
"It was quite romantic. I was out walking with my first, when my second came along in an automobile and ran him down. That was the beginning of our friendship."—Pileggi-Blaetter.

REPLY TO OURS OF RECENT DATE.
THE Richmond Times-Dispatch thinks that we will recognize the millennium by the fact that the Standard Oil has paid its fine. Bless its heart! When millennium arrives there will be no Standard Oil, any consequence, the company for fines and refining will have passed.—Brooklyn Eagle.
Single men must hang together, declares the Richmond Times-Dispatch. It would be a saving of rope to hang them one at a time.—San Antonio Light.

The Richmond Times-Dispatch is sure that if there is to be a war with Spain, it will not be the fault of Captain Hobson. J. Ham Lewis and Bob Taylor; they have done what they could in the way of forecasting the coming of such an event.—Knoxville Tribune.
Says the Washington Herald: "A story is going the rounds about an editor being rolled of five diamonds. Five diamonds of the five diamonds? Times-Dispatch. Of course they were paste-boards.—Irvington (Va.) Citizen.

"Single men must hang together," declares the Richmond Times-Dispatch. But if they have lived single lives, why should they not hang singly?—Washington Post.

THE defeat of Napoleon, in 1815, was the result of the French forces at Pavia, near Milan, in Italy, by the combined Roman and Spanish armies under Charles V., Emperor of Rome, and who was also styled Charles I. of Spain, caused the French monarch to send to his mother, Louise of Savoy, a message containing the now famous quotation.
The original manuscript of the mother's reply, in which is repeated the phrases in the son's letter to her, was preserved and it was published in 1837 in the manuscript registers of Parliament. No trace of the King's original letter, however, has ever been found.
The defeat at Pavia led to the surrender and captivity of King Francis I. It is said he attempted to stab himself with his dagger, saying, "It were better for a king to die thus." He was taken to Spain, where, after a time, he was released by a treaty which, it is said, he afterwards disavowed.

As the horse of King Francis, on his return to France, leaped across the Bidasoa, the narrow boundary between France and Spain, the released monarch exclaimed, "I am still a king!"
As Napoleon, three days after the battle of Waterloo, was entering the palace of the Elisee, Caulaincourt, a court favorite exclaimed, "All is lost!" "Except l'honneur," replied Napoleon, and it is said this was the first time the defeated Emperor had spoken since leaving Laon.
The Comte de Provence, afterward Louis XVIII, while in exile, replied to a proposal that he should renounce his claim to the French throne, that he was ignorant of the designs of Providence, but he was aware of the obligations of his rank. As a Christian he would perform these obligations to his latest breath. As a son of St. Louis he would respect himself even in chains. As a successor of Francis I. he would say like him, "All is lost save honor."
The message sent to his mother by Francis was:

RAILROAD NEWS FROM ALL POINTS
President Finley Denies Talk of Receivership for the Southern.
Passenger officials said yesterday that the roads entering Richmond had made every provision for handling the crowds which will be here this week for the State Fair and Horse Show. Cheap excursion rates have been granted, and from reports sent in by station agents the travel will far exceed that of last year. "It will be a big rush," said an officer of the Chesapeake and Ohio Railway Company, "but given the roads a chance and see what they will do. It has been necessary to secure extra equipment for the heavy travel nowadays to and from the Jamestown Exposition is not leaving any surplus of cars. Still, the transportation lines will be equal to the occasion and there will be a good service all the week."

Finley Denies Idle Rumor.
President Finley, of the Southern Railway denies the Wall Street report that the company is likely to be placed in the hands of a receiver. The rumor was started after a bear attack on Southern stocks, being merely a canard sent forth by the bears to cause further depression in the securities. Mr. Finley said that from an operating standpoint the road was in a better position to get favorable returns from operation this year than last year. "Anybody with any knowledge of the Southern Railway's financial condition," he said, "must know that there is no reason for the talk of a receivership and as for the suggestion that the property might be put in the hands of receivers by the federal courts, to thwart political attacks, that has never been thought of seriously by the management."

George B. Allen Resigns.
George B. Allen, assistant general passenger agent of the Southern Railway, with headquarters in Atlanta, has resigned to engage in other business. His successor has not been named, but following the usual custom of the company, one capable man in the service will be promoted. Mr. Allen was with the Southern for many years. Recently he was transferred to Atlanta from St. Louis. Before going to the latter place he was district passenger agent at Charleston, S. C.

Clergymen to Pay Full Fare.
After January 1st between 75,000 and 100,000 clergy men who have been traveling on half rates on all Western railroads will be compelled to pay full fares. Beginning with the first of the new year, not a single clergy man's certificate will be issued by any railroad between Chicago and the Rocky Mountains. Texas and Louisiana may be excepted from the ruling. So far as known, there will be no action of a similar nature in this section.

Annual Meeting Here.
The annual meeting of the stockholders of the Southern Railway will be held in Richmond to-morrow morning at 10 o'clock, at which time directors will be elected.
Buy to the State Lines.
The first week of the two-cent rates in Virginia, said a passenger conductor yesterday, "has convinced the traveling public that whenever possible the proper thing to do is to buy tickets to the State line. It gives some trouble to conductors and passengers alike, to say nothing of the rush at small stations while the trains halt. But being smart, the travelers take on any amount of extra work to save a few pennies."

Southern Railway Earnings.
Estimated earnings for the Southern Railway system, fourth week in September, 1907, follows:
Southern Railway Company, exclusive of St. Louis-Louisville lines: This year, \$1,385,692; last year, \$1,245,656; increase, \$140,036.
Southern Railway Company, St. Louis-Louisville lines: This year, \$136,597; last year, \$109,995; increase, \$26,602.

It seems clear that with all the leading railroads in the section served by your lines, the time has arrived when the increased volume of traffic is forcing upon them exceptionally large expenditures for double track, equipment and yard facilities, and as the Commonwealth through which they pass can only prosper through the continued development of the mineral and other industries which are served by the railways, it necessarily follows that any legislation which injures their credit and prevents the sale of securities at fair prices, must work as great a loss to the people as to the railway shareholders. Believing that the communities along the lines of your system must in the end recognize the accuracy of this statement, and in pursuance of the duty devolved upon your board as trustees for the owners of the property to protect their interests, proceedings were instituted in the courts, contesting the purpose of the State authority to reduce the passenger fares in Virginia; and, with the assent of the officials of the State, a method of procedure has been adopted which it is believed will secure a prompt determination of this important matter without serious injury to your interests.

Contesting New Rate Law.
It seems clear that with all the leading railroads in the section served by your lines, the time has arrived when the increased volume of traffic is forcing upon them exceptionally large expenditures for double track, equipment and yard facilities, and as the Commonwealth through which they pass can only prosper through the continued development of the mineral and other industries which are served by the railways, it necessarily follows that any legislation which injures their credit and prevents the sale of securities at fair prices, must work as great a loss to the people as to the railway shareholders. Believing that the communities along the lines of your system must in the end recognize the accuracy of this statement, and in pursuance of the duty devolved upon your board as trustees for the owners of the property to protect their interests, proceedings were instituted in the courts, contesting the purpose of the State authority to reduce the passenger fares in Virginia; and, with the assent of the officials of the State, a method of procedure has been adopted which it is believed will secure a prompt determination of this important matter without serious injury to your interests.

YOU CAN'T DENY THE FACT
That Hostetter's Stomach Bitters is absolutely the best medicine for you to take for a weak stomach, inactive liver or constipated bowels, when we inform you that during the past 24 years it has cured thousands of cases, probably worse than yours. Therefore stick to it.
HOSTETTER'S STOMACH BITTERS
It cures Poor Appetite, Headache, Dyspepsia, Indigestion, Constipation, Biliousness, Female Bile and Malaria.

BIG DECREASE IN C. & O. NET INCOME
Nearly Million and a Quarter Under Record for the Preceding Year.
The twenty-ninth annual report of the Chesapeake and Ohio Railway Company for the fiscal year ending June 30, 1907, yesterday, showed a decrease in the net income amounting to \$1,211,221.21 over the preceding year. Charged against the income account, however, is \$1,877,554.56, for extraordinary expenses, the largest individual item of which is \$224,001.54, for changing the line from St. Albans to Hatterasville. There is an increase of \$1,193,872.49 in the gross receipts, with an increase of \$1,780,657.38 in operating expenses.
Gross Earnings.
The gross earnings, from freight, passenger and express traffic, transportation of mails and miscellaneous, were \$25,796,860.98, against \$24,602,985.49 for 1906, or an increase of \$1,193,872.49.

Expenses for maintenance of way and structures, maintenance of equipment, conducting transportation, traffic and operation, and general, under the head of operating expenses, were \$15,650,006.42 for 1907, against \$14,869,610.14, or an increase of \$1,780,657.38.
There were 4,263,360 passengers carried, an increase of 16.1. The number of miles traveled was 22,660,332, an increase of 14.3 per cent. Total revenue was \$1,888,130.17, an increase of 15.2 per cent. Total passenger train earnings were \$5,689,706.51, an increase of \$884,432.42. Earnings per passenger mile were 2.157 cents, an increase of 0.9 per cent. Number of passengers carried one mile per mile of road was 124,053, an increase of 12.1 per cent. Passenger train mileage was 4,127,751, an increase of 13.7 per cent. Passenger earnings per train mile were \$1.18, an increase of 1.3 per cent. Including mail and express, they were \$1.38, the same as for previous year.

Equipment in Service.
The equipment in service June 30th, 1907, was as follows: Locomotives owned, 457; increase, 30; locomotives leased (under equipment trusts), 213; increase, 40; passenger cars owned, 201; increase, 21; freight and miscellaneous cars owned, 18,385; increase, 269; freight cars leased (under equipment trusts), 13,205; increase, 3,195.
The number of locomotives owned was increased by the purchase of 30, of which 28 were charged to cost of equipment.

What President Stevens Says.
In his report to the directors, President George W. Stevens says:
Gross earnings were affected by the unfavorable weather conditions during the winter months, while the expenses were largely augmented by the cost of the purchase of materials, and the general increase in wages. The traffic on your West Virginia and Kentucky lines was frequently interrupted by land slides and by floods in the rivers, the train service upon your Cincinnati line having been suspended at one time for an entire week.

It will be seen from the foregoing statements that while the railway earned more than five per cent upon its capital stock, a dividend of but one per cent was paid to its shareholders. In no year since its reorganization has the amount paid to them exceeded that sum. The company, instead of distributing a fair share of profit to the owners of the property, was compelled in order to meet the needs of its shareholders, to apply its entire surplus income beyond the one per cent referred to, to the purchase of additional equipment and the furnishing of increased facilities for its traffic. It cannot be seriously contended that the management of the railway has been unduly burdened, when the average rate received per ton per mile was but four and one-third mills and per passenger per mile not quite two and one-eighth cents. Your directors feel that the policies hereinafter set forth, which they believe to be the best for the railway, will result in a more efficient and economical management, notwithstanding the margin of profit has been so small that the return to its owners has been entirely inadequate, and one that cannot be justified in any line of business. It would, therefore, seem to be to the interest of the communities and people served by your lines, that your revenues should not be lessened or your credit injured by further reducing rates to a level inadequate to meet the physical requirements of the property and yield the return which you, as shareholders, may rightfully and reasonably expect.

CHAPTER XVI. Continued.
So it seemed that it was always of her he thought—of Maxine de Renzie; And I, of all people in the world, was to help him, with her.
As I thought of this task he'd set me, and of all I meant, it appeared more and more incredible that I should have had the heart to ask such a thing of me. But it "meant more than his life." And I would do the thing, if it could be done, because of my pride.

As I drove away from the prison, a kind of fury grew in me, and possessed me. I felt as if I had fire instead of blood in my veins. If I had known that death, or worse than death, waited for me in the ghastly house to which Iver had sent me, I would still have gone there.
My first thought was to go instantly, and get it over with success or failure. But calmer thoughts prevailed. I hadn't looked at the papers yet. My only knowledge of last night's dreadful happenings had come from Uncle Eric and Lord Roberts. I had seen the papers, but I didn't wish to read the newspaper accounts of the murder, and of Iver's supposed part in it. I remembered now, however, that I did not even know in what part of Paris the house of murder was. I recalled only the name of the street, because it was curiously grim one—like the tragedy that had been acted in it.

I couldn't tell the cabman to drive me to the street and house. That would be a stupid thing to do. I must search the papers, and find out from them something about the neighborhood where there would surely be plenty of details of that sort. And I must do this without first going back to the hotel, as it might be very difficult to get away again, once I was there. Now, nobody knew where I was, and I was free to do as I pleased, no matter what the consequences might be afterwards.

Passing a Duval restaurant, I suddenly ordered my motor-cab to stop. Having paid and sent it away, I went upstairs, and asked for a cup of champagne at one of the little, deeply respectable-looking marble tables. Also I asked to see an evening paper.
It was a shock to find Iver's photograph, horribly reproduced, gazing at me from the front page. The photograph was an old one, which had seen a good deal of show in shop windows, much to Iver's disgust, at about the time when he returned from his great expedition, and published his really wonderful book. I had seen it before I met him, and as it must have been on sale in Paris as well as London, it had been easy enough for the newspaper people to get it. Then there came the story of the murder, built up dramatically—having it slinked

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Frequent and Fast Trains. Cheap Tickets.
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2 Hours and 10 Minutes—Richmond to Exposition Grounds via Newport News.
Two hours to Old Point Comfort (ferry to Exposition).
Ticket office: Jefferson Hotel and 809 East Main Street, and Station.

The Powers and Maxine
By C. N. and A. M. Williamson
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SYNOPSIS OF PRECEDING CHAPTERS.
Lisa Drummond, infatuated with Iver Dundas, learns he loves Diana Forest. Lisa overhears the Foreign Secretary offer Dundas a mission to Paris to carry state papers to Maxine de Renzie, a French actress, who is a spy for England. Dundas has once had a flirtation with Maxine. Diana goes to station and asks Dundas if he is going to see Maxine. He cannot deny it. Diana declares all is over between them. In the train three strange men watch Dundas; and one jostles him on the boat. At Paris, Dundas meets Maxine and hands her the package. The police break in and seize the package, which turns out to be a diamond necklace instead of the state papers which Maxine has stolen from her fiancé, Raoul, in order to gain money to replace a diamond necklace which had been stolen from Raoul.
Godesky, in love with Maxine, spies upon her and writes her he must see her after the play. Raoul and Dundas both have a role to play in the drama. Raoul is in despair. In the meanwhile Dundas has vainly tried to find his traveling companions, and has been hired by Raoul to look for the last papers. Raoul has met Diana, who snubs him unmercifully. Maxine tells her story of the night at the theatre, of giving the diamonds to Raoul in a little bag, not knowing what was in it, of driving home with Godesky, who tells her he knows of the lost document of his proposal to have Raoul if the will marry him and then of how Godesky begins to laugh. She is frightened. He tells her that he has informed Raoul of his plan to drive home with her. She orders him out of her car. When she reaches home she sees a man's hand across from her house. It is a girl. Finally Iver came, but hardly had he entered the house when Raoul entered. Maxine hid Iver and Raoul entered lived with jealousy. Maxine determines to make him think Godesky stole the treaty. Raoul is satisfied, but says he saw a man enter the theatre before he did. Maxine tells him she is the sweetheart of the man. Raoul is satisfied, but when asked about the diamonds discovers that they are again lost. Iver stole the diamonds and placed them in his pocket, and finding a strange note in his pocket reads it under a lamp-post. It tells him that one of the men in the train has taken his pocket and placed the diamonds there instead, and that Iver could have his pocket when the diamonds were found. Iver goes to the address given, and pushing open the door falls into a dark room. He lights a candle and finds the man he has been looking for. He tells him he has taken his pocket and placed the diamonds there instead, and that Iver could have his pocket when the diamonds were found. Iver goes to the address given, and pushing open the door falls into a dark room. He lights a candle and finds the man he has been looking for. He tells him he has taken his pocket and placed the diamonds there instead, and that Iver could have his pocket when the diamonds were found.

RAILROAD FARES
REFUNDED
Come to the Fair and Horse Show
and take advantage of the opportunity it offers you to visit
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Great Furniture and Carpet Store
And See the Great Stock and Values
It will pay you handsomely. We are members of the Retail Merchants' Association, and if you buy \$40 worth from us or other members of the Association, you get your railroad fare paid within a radius of two miles.
A chance to get a free trip to a great city and a great Fair!
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